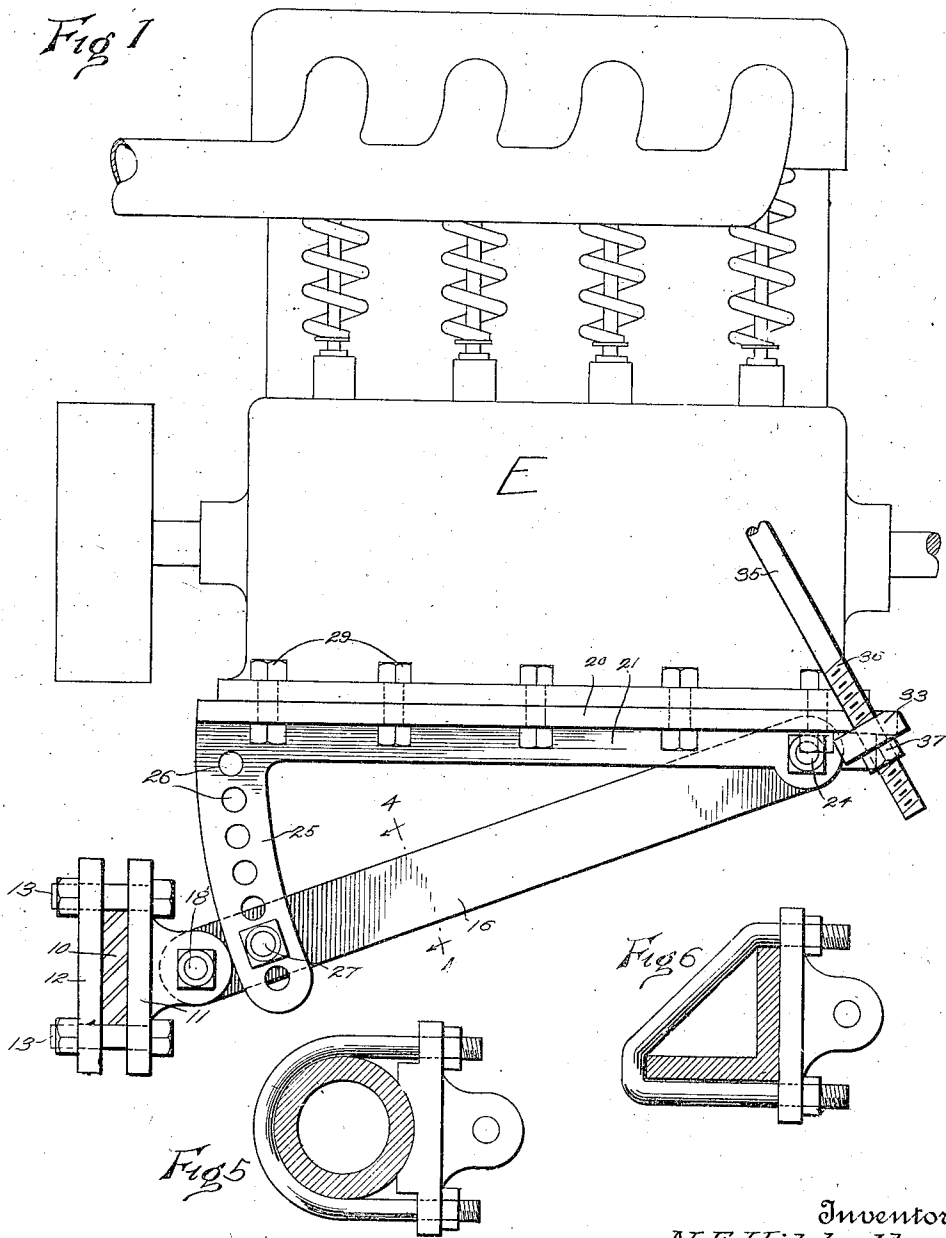


1,341,902.

N. E. HILDRETH.
ENGINE SUPPORT.
APPLICATION FILED SEPT. 22, 1919.

Patented June 1, 1920.
2 SHEETS—SHEET 1.



By

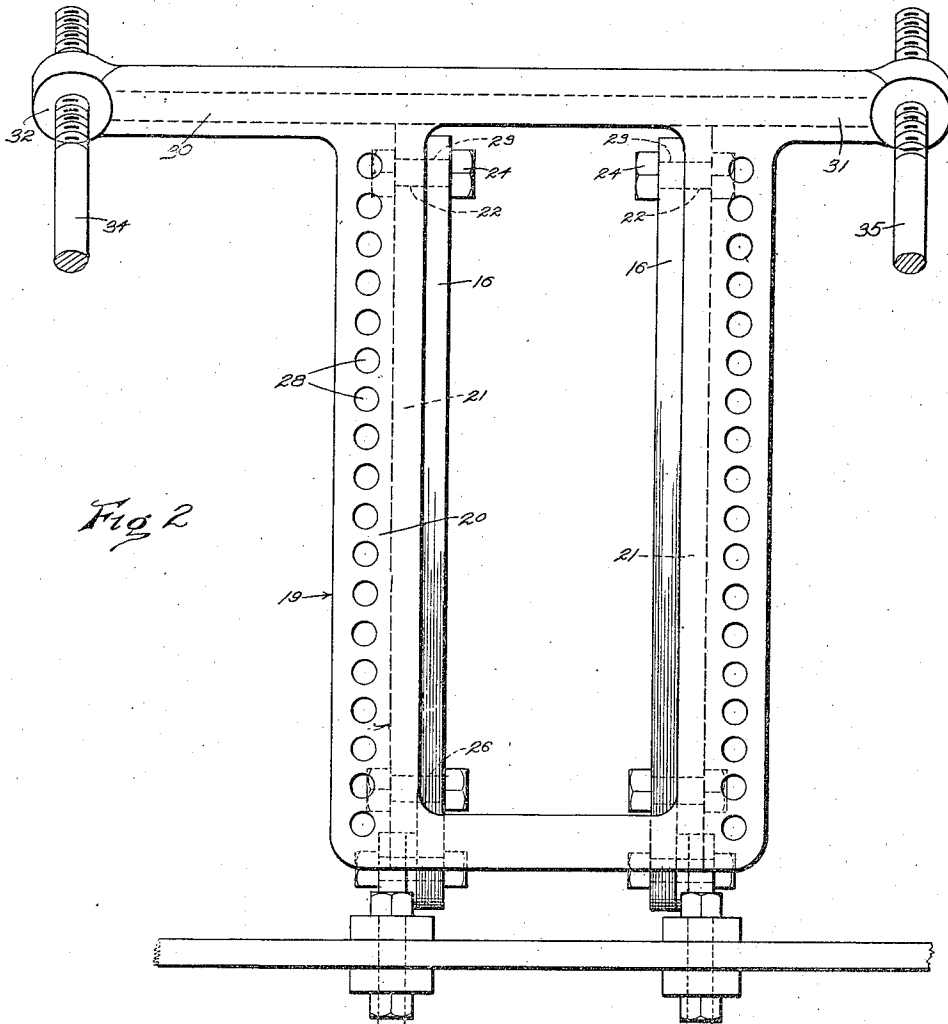
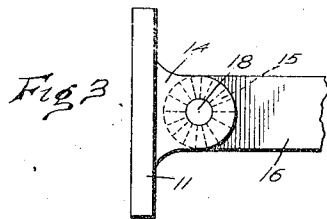
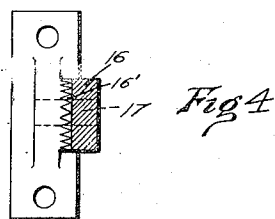
Ch. Parkman

Attorney

1,341,902.

N. E. HILDRETH.
ENGINE SUPPORT.
APPLICATION FILED SEPT. 22, 1919.

Patented June 1, 1920.
2 SHEETS—SHEET 2.



Inventor
N. E. Hildreth

Ch. Farlow Attorney

UNITED STATES PATENT OFFICE.

NED E. HILDRETH, OF LINCOLN, NEBRASKA.

ENGINE-SUPPORT.

1,341,902.

Specification of Letters Patent.

Patented June 1, 1920.

Application filed September 22, 1919. Serial No. 325,456.

To all whom it may concern:

Be it known that I, NED E. HILDRETH, a citizen of the United States, residing at Lincoln, in the county of Lancaster and State of Nebraska, have invented certain new and useful Improvements in Engine-Supports, of which the following is a specification.

This invention relates to improvements in engine supports and more particularly to that type of engine support used for mounting an internal combustion engine upon a harvesting machine or the like.

An important object of the invention is to provide a support which is readily adjustable and interchangeable.

A further object of the invention is to provide such a support, the main body of the support being adjustable vertically and horizontally and having means whereby the engine may be adjusted longitudinally of the support.

Other objects and advantages will be apparent during the course of the following discussion.

In the drawings wherein for the purpose of illustration is shown a preferred embodiment of my invention and wherein like numerals designate like parts,

Figure 1, is a side elevation of an engine support embodying my invention.

Fig. 2 is a plan view thereof.

Fig. 3 is a side elevation of one of the adjustable fixtures.

Fig. 4 is a section taken on the line 4—4 of Fig. 1, and

Figs. 5 and 6 are detail views showing the method of attaching the support to a tubular and an angle bar respectively.

Referring now more particularly to the drawings the numeral 10 indicates a suitable support, such as one of the side frames or bars of a threshing machine.

Mounted upon the opposite sides of the support 10 is a clamping plate 11 and a securing means 12.

The construction of the securing means 12 is dependent entirely upon shape of the support 10.

In Fig. 1 the support 10 is shown as a flat bar, and in this form the securing means 12 takes the form of a second plate secured to the plate 11 by means of bolts 13. In Figs. 5 and 6 the support 10 is shown as taking the form of a tubular bar and an angle bar respectively. In both instances the securing

means 12 takes the form of a U-bolt, the base of the U being shaped to conform to the shape of the support.

The plate 11 is provided upon its outer face with an outstanding lug 14 provided upon one face thereof with teeth or serrations 15. A brace 16 is provided having teeth or serrations 16' adapted to co-act with the serrations 15 formed upon the lug 14. The serrations formed upon the brace 16 and the lug 14 extend radially from openings 17 and 18 formed in the brace 16 and lug 14 respectively. The bolt 18' extends through these openings securing the brace to the plate 11. It will readily be seen that the brace 16 is readily adjustable.

A base indicated as a whole by the numeral 19 is provided having upon its upper face a flattened plane surface 20 adapted to receive the base of an engine E. This surface is provided upon its under face with longitudinally extending ribs 21, provided upon their outer ends with openings 22. The clamping plates 11 and 12 and the braces 16 are provided in pairs. The outer ends of the braces are provided with openings 23 adapted to co-act with the openings 22 of the ribs 21, to receive bolts 24, to secure the base to the braces 16.

The inner ends of the ribs 21 have downwardly extending portions curved upon a radius taken from the center of the openings 22 in the outer ends of the ribs. These downwardly extending portions or quadrants 25 are provided with a plurality of openings 26, and the quadrants slidably engaged the sides of the braces 16. The braces 16 are provided with openings adapted to co-act with the openings 26 of the quadrants 25 to receive bolts 27.

The portions 20 of the base are provided with longitudinal rows of openings 28 adapted to receive bolts 29 to bolt the engine base to the base 19. It will be noted that these openings are much closer together than the openings formed in the base of the engine to receive the bolts, thus allowing of a wide range of adjustment.

The outer end of the base 19 is provided with outstanding arms 30 and 31 having angular portions 32 and 33 respectively. These angular portions are provided with openings adapted to receive inclined brace rods 34 and 35. As clearly shown in the drawings these brace rods are provided with threaded portions 36 of considerable length,

so that by screwing upon the nuts 37 a wide range of adjustability of the outer end of the support is possible.

It will readily be seen that by loosening 5 the securing means 12, the support may be adjusted longitudinally of the support 10 to which it is attached. Vertical adjustment of the support may be had by adjusting the relation of the quadrants 25 with the braces 10 16 and subsequently adjusting the brace rods 35. Longitudinal adjustment of the engine upon the support may be had as previously described.

As many changes are possible in the 15 shape, size and arrangement of parts herein shown and described without departing from the spirit of the invention I do not limit myself to the specific structure described and may make any such changes 20 without departing from the spirit of the invention or the scope of the subjoined claims.

What I claim is:

1. In an engine support for harvesters 25 and the like, a pair of plates, means for securing said plates upon a side bar of the harvester, braces adjustably secured to said plates, an engine base receiving portion, means for securing the outer ends of said 30 braces to said base receiving portion, downwardly extending portions formed upon the under side of said base receiving portion adapted to slidably engage said braces, and means for adjustably securing said down- 35 wardly extending portions to said braces.

2. In an engine support for harvesters and the like, a plurality of plates, means for securing said plates upon a side bar of the harvester, lugs formed upon said plates 40 an opening formed in each of said lugs, braces provided at their inner ends with openings, co-acting serrations formed upon said braces and said lugs and extending radially from the openings thereof, bolts extending through said openings and securing 45 said braces to said lugs, an engine base receiving portion, means for securing the

outer ends of said braces to said base receiving portion adapted to slidably engage said braces, and means for adjustably securing 50 said downwardly extending portions to said braces.

3. In an engine support for harvesters and the like, a plurality of plates, means for securing said plates upon a side bar of the 55 harvester, braces adjustably secured to said plates, an engine base receiving portion, downwardly extending ribs formed upon the under surface of said base receiving portion, means for securing the outer ends 60 of said levers to said ribs adjacent the outer ends thereof, quadrants extending downwardly from the inner ends of said ribs and slidably engaging said levers, openings 65 formed in said quadrant, and openings formed in said levers adapted to co-act with the openings formed in said quadrants to receive a securing means.

4. In an engine support for harvesters and the like, a pair of plates, means for se- 70 curing said plates upon a side bar of the harvester, lugs formed upon said plates an opening formed in each of said lugs, braces provided at their inner ends with open- 75 ings, co-acting serrations formed upon said braces and said lugs and extending radially from the openings thereof, bolts extending through said openings and securing said braces to said lugs, an engine base re- 80 ceiving portion, means for securing the outer ends of said braces to said ribs adjacent the outer ends thereof, quadrants extending downwardly from the inner ends of said ribs and slidably engaging said 85 braces, openings formed in said quadrants, and openings formed in said levers adapted to co-act with the openings formed in said quadrants to receive a securing means.

In testimony whereof I affix my signature in presence of two witnesses.

NED E. HILDRETH.

Witnesses:

R. C. McMILLEN,
V. SAMUELS.